

LOCATION PLAN



ACTORIA STREET (SMALLER AREA) WHO
 WHEN IS PASSED THE WALL
 (SEE UPPER PART ILLUSTRATION) OFFICE
 (SEE "MORNING MARKET" ILLUSTRATION)



ST. ANDREW CHURCH



ELPHINSTONE STREET
 HISTORICALLY IMPORTANT LINE
 WITH BANKS OF OLD BUILDINGS
 HIGHLY INTENSE COMMERCIAL
 ACTIVITY AREA.



LOWER PART OF STREET IS MOSTLY
 OF RESIDENTIAL BUILDINGS AND FEW
 OFFICE IT. ALSO HAS A TWO-FLOOR MARKET



KITCHE MEBON MOSQUE

LITTLE SPANISH VILLAGE



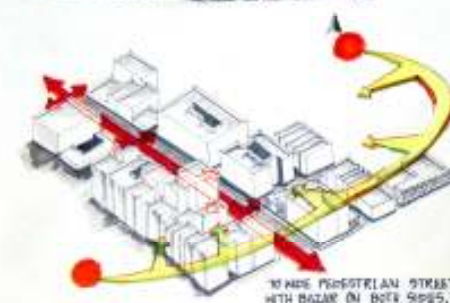
SOMERSET STREET
 IT GROWS FROM STONEY STREET AND WITH
 AIDE TO ADELBRO THOUGH ESTABLISHED IN THE
 BRIDGE STREET AND FORMS VARIOUS
 MARKET SQUARE



ROAD IS FURNISHED IT CEMENTATES
 AT PRINCEY STREET & EDULJI PONDHONY
 GIVES IT ITALIAN RENAISSANCE BACK
 OVER



- GROUND 0
- GROUND -1
- GROUND -2
- GROUND -3
- GROUND -4
- GROUND -5
- GROUND -6
- GROUND -7



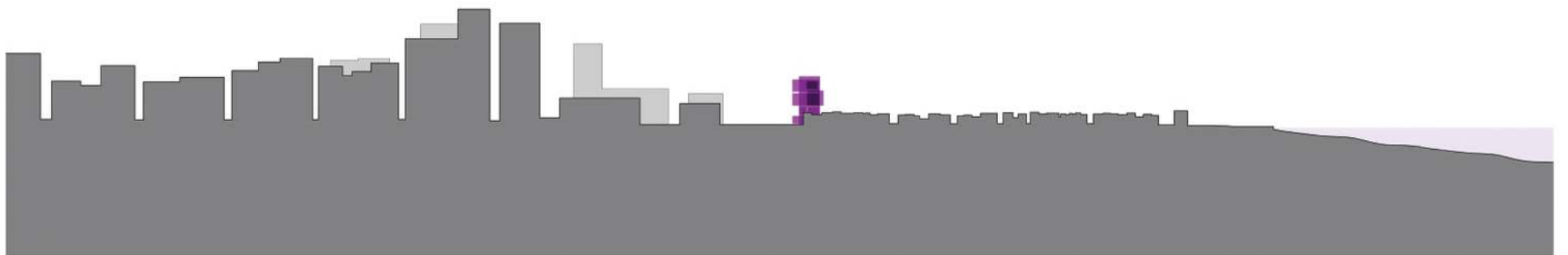
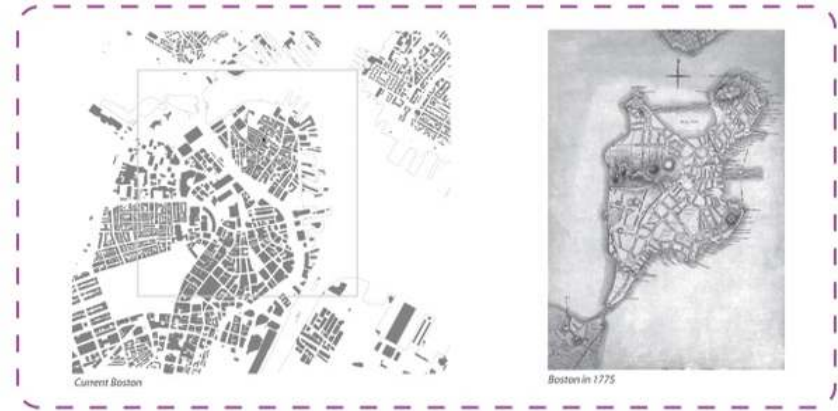
TO MAKE PEDESTRIAN STREET
 WITH BAZAR ON BOTH SIDES,
 BECAUSE STREETS MOSTLY SAVED





Site: history

The North Bennet Street School (N.B.S.S.) is located in the North End of Boston, MA. The North End was the first neighborhood in Boston and served as the primary grounds for immigrant migration. During the mid to late 1800's the demand was high for a craft school that provided skills in craft and trade, hence the start of the N.B.S.S. in 1885. The school provided many areas of craft including locksmithing, blacksmithing, and many areas of wood craft.



Niehoff Studio

College of Design, Architecture, Art, and Planning
 Community Design Center

Site Analysis and Existing Conditions

A Walk Through Corryville

Corryville is a neighborhood with tremendous assets. The location of Corryville is perfect for those who choose to visit, shop, or work downtown, and is ideal for those who work in Uptown. The existing urban fabric of Corryville is historically significant and culturally vibrant. Existing homes and buildings have deep architectural roots and offer a myriad of different styles. However, a fundamental concern of Corryville is crime and a lack of affordable workforce housing.



Poor Use of Space



Streetlife



Entertainment



Indefensible Space



Community Institutions



Greenspace



Spotted Disinvestment



COMMERCIAL RETAIL MIXED USE RESIDENTIAL GREENSPACE INSTITUTION Poorly Used Intersection Main Intersection

WORKFORCE HOUSING



Affordable workforce housing is a critical issue for the neighborhood of Corryville, which desires to retain its **diversity** and identity as a working class neighborhood while at the same time **integrating populations** from surrounding institutional employers, such as the university and hospitals. J.J. Johnson-JioDucci, Senior Partner of the Community Development/Community

Reinvestment Consulting Group, states that around fifty percent of hospital employees in the area earn less than \$35,000. In comparison, the average cost of new construction in Uptown is approximately \$180,000. The base salary needed to purchase an \$180,000 is about \$60,000. Furthermore, the median price of a home in Cincinnati is \$148,000, which means that the needed salary to purchase this home is \$46,935. These findings suggest that Corryville could use additional workforce housing units.

GREENSPACE



There is a lack of public green space in Corryville. Nearly all of Short Vine is composed of impervious surfaces and lacks any volumes of "green relief" outside of the occasional street tree. Though there are points at which University Avenue is lined with short spurts of small street trees, there lacks

the continuity in vegetation to suggest greater **pedestrian safety and interconnect green space**. The recreational field adjacent to the Corryville Rec Center provides the only green **public gathering space**. Yet, unfortunately, this space has at times adversely affected the neighborhood, attracting criminal behaviors. Thus, it is apparent that Corryville must promote greenspace that engenders values of environmental design, considering both public and semi-private uses.

CONNECTIVITY

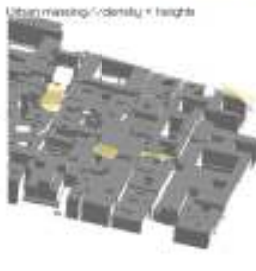
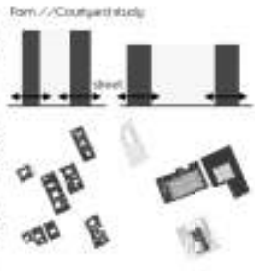
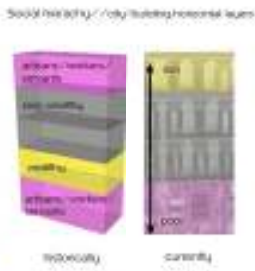
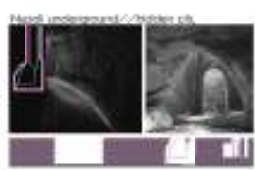
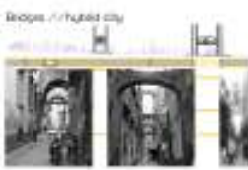
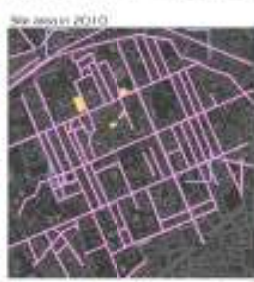


The connection between Corryville and surrounding neighborhoods is imperative for the long term **sustainability** of Corryville. Bus lines running through Corryville provide a means for Corryville residents to visit and work in other communities, as well as

accommodating individuals from neighboring communities to visit Corryville. However, pedestrian accessibility within and about Corryville can be challenging. Only a few intersections provide **safe crosswalks** while Martin Luther King Drive and Jefferson Avenue are large traffic sewers which discourage and often impede pedestrian circulation. Finally, the addition of a **street car line** along Jefferson would serve to further expand the opportunities for residents in terms of employment and entertainment.

SITE ANALYSIS

Coordinates: $40^{\circ}6'14.5''$



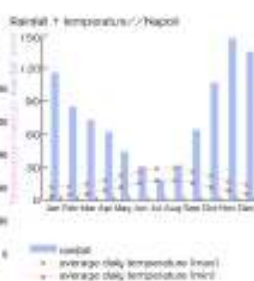
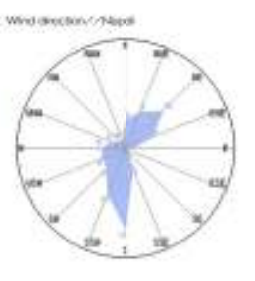
Founded in the 8th century BC as a Greek colony, Naples is one of the oldest cities in the world. Originally contained by city walls, the location of the city's indoor walls and its has influenced the city's built environment. Its density, form and massing. The original plan of the Greek-roman grid of the city is still evident and strong in the street layout, irregular urban development has occurred to make Naples the city it is today. Yet urban form of Naples has not been able to change the Naples in its entirety. This has led to the development of a layered city which is rich in historical, artistic and cultural traditions. Strong connections are made to the past throughout the city which is typical of Italian culture.

My aim is to take an Italian approach to the site and design proposal by understanding the history, context and existing conditions to learn from the past and sensibly advance into the future. Initial stages have included observing the elements of the city that have stood the test of time and consideration of future trends. I aspire to propose an idea that will be adaptable to change over time.

As Naples is over 2,800 years old the city has seen a lot of changes. Some of the city's original features are still a major part of the city, others are buried deep underground. Digging past the city has shown the city has a rich history (physical and metaphysical) embedded in the urban fabric and culture. This layering over time provides Naples with a strong identity (connected to the sea). Contemporary conditions and society in Naples also contribute to the city's identity.

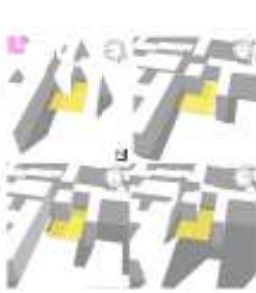
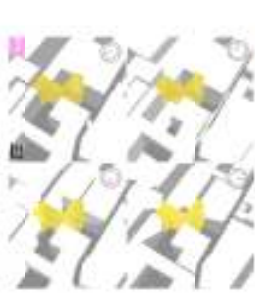
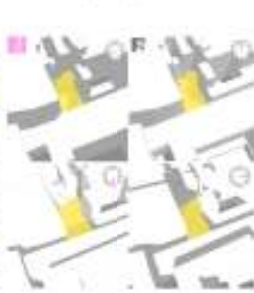
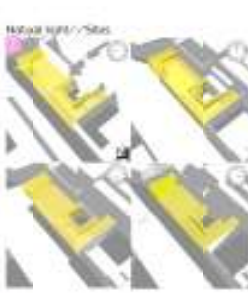
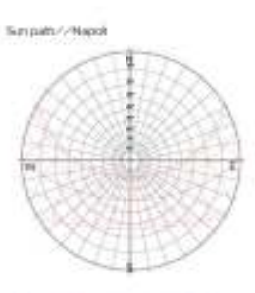
The narrow and chaotic street scene is an important part of contemporary Naples's everyday urbanity and creates a sense of place. Unlike other large Italian cities or towns along the picturesque Amalfi coast, Naples is a gritty, dirty city with residents' 'afresco' activity on the streets giving it an exciting atmosphere. The streets and social hierarchy contains great riches and grinding poverty, an example of how the city is filled with inherent binary oppositions and contradictions.

A major influence on the popularity and identity of the city is its location and connection to the Mediterranean sea. Naples is host to one of the most important ports in Europe, Porto Napoli. The port provides waterfront connectors to the city and economy, though located south of Bay. However, it also plays a role in the political and financial corruption in the city, where drugs are trafficked and other illegal imports are channelled into the city. Such activities are mainly run by local Mafia, the 'Camorra', who also profit from managing the waste disposal for the city. Unfortunately the port leads to large sites reaching sun capacity and waste being dumped in the streets, causing alarming health issues.



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{ THE FUTURE OF IVY ROAD }

REZONING

THIS PLAN INCLUDES REZONING TO ALLOW FOR MIXED-USE DEVELOPMENT, WHICH ACTIVATES THE URBAN FABRIC DURING LONGER HOURS, ENHANCES PEDESTRIAN ACTIVITY, AND INCREASES DIVERSITY OF HOUSING TYPES. CURRENTLY, THE CITY HAS 14 MIXED-USE DISTRICTS FOR IVY ROAD. ZONING REGULATIONS SHOULD ADDRESS:

- MAXIMUM SETBACK
- MINIMUM & MAXIMUM HEIGHTS
- PERCENTAGE OF BUILDING DEVOTED TO COMMERCIAL AND RESIDENTIAL USES

STRATEGIC PLANNING

THE IVY ROAD ARTS GATEWAY IS AN EXTENSION OF CHARLOTTEVILLE'S "ARTS AND CULTURE" STRATEGIC PLAN, WHICH PUTS EMPHASIS ON PERFORMING, VISUAL AND LITERARY ARTS. THE ARTS GATEWAY WILL REALIZE THESE GOALS THROUGH UTILIZATION OF UVA'S NEW CONCERT HALL AND J.P.J. PLACEMENT OF ARTINPLACE SCULPTURES AND BIKE LANE MURALS. FOSTERING AN ACTIVE STREET CULTURE WILL BOLSTER THESE VENUES AND ENCOURAGE AN AFTER-HOURS ECONOMIC BASE. IVY ROAD WILL BE AN IDEAL LOCATION FOR ARTS FESTIVALS, MUSICAL EVENTS, AND CULTURAL FAIRS, WHICH ALIGNS WITH THE CITY'S VISION.

PROPOSED CONDITIONS FOR IVY ROAD



PHASING PLAN

1

- | ENTRANCE CORRIDOR | TRANSPORTATION | AESTHETICS |
|---|---|--|
| <ul style="list-style-type: none"> • BIKE LANE MURALS • ARTINPLACE SCULPTURES ALONG THE BOULEVARD | <ul style="list-style-type: none"> • CONVERSION OF TURN LANE INTO BOULEVARD • BUS LINE TO SERVE IVY ROAD • PARKING SHARING • INSTALLATION OF BIKE RACKS | <ul style="list-style-type: none"> • CONVERSION OF UNIVERSITY SHOPPING CENTER PARKING INTO PLAZA • CREATION OF PARKS IN UNUSE GREEN SPACES |

2

- | ENTRANCE CORRIDOR | TRANSPORTATION | AESTHETICS |
|--|---|--|
| <ul style="list-style-type: none"> • UNIVERSITY ARTS BUILDING | <ul style="list-style-type: none"> • PEDESTRIAN BRIDGE OVER RAILROAD AT OLD IVY ROAD | <ul style="list-style-type: none"> • COMMERCIAL BUILDING FACADE IMPROVEMENTS • MIXED-USE STUDENT DORMITORY |

3

- | ENTRANCE CORRIDOR | TRANSPORTATION | AESTHETICS |
|--|---|---|
| <ul style="list-style-type: none"> • ESTABLISH AN ARTS FESTIVAL | <ul style="list-style-type: none"> • CONNECTION ROADS TO NEW REAR PARKING AREAS • PEDESTRIAN BRIDGE PROVIDING ACCESS TO UVA NORTH GROUNDS | <ul style="list-style-type: none"> • DEVELOPMENT OF MIXED-USE BUILDING & PLAZAS • INSTALL PERMEABLE PARKING |



PEOPLE OF IVY ROAD

- | | | | | |
|---|---|---|--|---|
| RESIDENTS WILL ENJOY IMPROVED NEIGHBORHOOD ENVIRONMENTS, CALMER SAFE PLAY SPACES, AND INCREASED PROPERTY VALUES | CYCLISTS WILL APPRECIATE ENHANCED SAFETY AND CALMER TRAFFIC | STUDENTS WILL FEEL SAFER WALKING AROUND THEIR SCHOOL'S SURROUNDINGS | UVA FANS WILL HAVE EASIER ACCESS TO SPORTS AND DINING VENUES | SHOPPERS WILL ENJOY A HIGHER END RETAIL EXPERIENCE AND INCREASED CONNECTIVITY BETWEEN VENUES. |
|---|---|---|--|---|





ZONING ANALYSIS
 Zoning is the practice of designating land for a specific use and purpose. Zoning is a government standard developed to control land-use development. Zoning guidelines place restrictions on the layout and composition of land parcels. Zoning restrictions are placed on criteria such as heights of buildings, building setbacks, green space, density, use of land and types of businesses. Overall, zoning helps create a symbiotic relationship between the community and land development.



1947 LAND USE
 Data collected and illustrated by Interface Studio, LLC, Philadelphia, PA. "Moving Francisville Forward: A Blueprint for the Future," 2007.

COMMERCIAL & INSTITUTIONAL LAND USE



INSTITUTIONAL	COMMERCIAL	RESIDENTIAL	MIXED USE	GREEN SPACE	VACANT BUILDING	VACANT LAND	PARKING LOT
<ul style="list-style-type: none"> churches educational government health services 	<ul style="list-style-type: none"> food arts & entertainment retail professional offices business automobile 	<ul style="list-style-type: none"> multi-family single family 	<ul style="list-style-type: none"> described as housing located above a business or institution 	<ul style="list-style-type: none"> private public 	<ul style="list-style-type: none"> described as any structure not currently in use 	<ul style="list-style-type: none"> described as land not currently in use - site to be converted with green space 	<ul style="list-style-type: none"> surface parking lots associated with businesses, institutions, or high density housing

WHY LAND USE?
 Land Use maps divide a neighborhood into several categories of use. These categories are: institutional, commercial, residential, mixed-use, green space, vacancies, and parking. A land use map allows the observer to understand aspects of the character of the neighborhood. Where are particular land uses concentrated? Where is there a need to reinforce particular uses to create a cohesive neighborhood fabric?

OBSERVATIONS
 The border streets - Broad Street and Grand, Fairmount, and Corinthian Avenues offer the most institutional, mixed use, and commercial diversity. On the other hand, the one time hub of Francisville - Ridge Avenue has a lot of vacancy, lacking land use diversity and appeal.

URBAN FABRIC
 Compared to the 1947 Land Use Map (left), there has been a clear distinction in the overall fabric of Francisville. Ridge Avenue in particular has been reduced to vacant buildings and land, few green spaces, and even fewer commercial and institutional uses.
 The best street examples in Francisville currently are Broad Street and Fairmount Avenue. As represented by the map, the fabric of these streets is cohesive.

DATA
 47% of residents are homeowners
 28% of the neighborhood is partially vacant
 48% of land is residential
 72% of residential use is single family; 28% is multi-family
 26% of the land is institutional
 9.0 acres of land are occupied by the 100 vacant buildings
 16.7 acres of vacant land

CONCLUSIONS
 Large plots of vacant land represent opportunity for future development. Centrally located in the neighborhood, a currently fragmented Ridge Avenue offers the opportunity for revitalization and a vibrant commercial spine.

Land Use analyses and zoning regulations were crucial to understanding existing conditions in Francisville and planning for future development. Understanding the land use and zoning allows us to determine the overall character of the neighborhood.

Source: Interface Studio LLC - 1947 Land Use & Student Surveys.

Francisville is rich with architectural history. This is evident in the wide variety of building styles located throughout the neighborhood.

An analysis of existing architecture will prove useful in determining the character and quality of future buildings. It is essential that new development harmonize with or utilize existing structures in order to maintain the overall character of the neighborhood. The architectural styles located in Francisville during our survey are listed below. Seven broad categories are mapped both as individual plans and in a composite plan. More detailed sub-categories are explored in the accompanying photographs.

COLONIAL (1780-1850)

FEDERAL (1780-1850)



ROMANTIC (1800-1890)

GOthic REVIVAL (1800-1860)



GREEK REVIVAL (1800-1855)



ANGLO-ITALIANATE (1840-1860)



ITALIANATE (1850-1890)



VICTORIAN (1855-1905)

SECOND EMPIRE (1855-1885)



ROMANESQUE REVIVAL (1870-1900)



QUEEN ANNE (1880-1905)



ECLECTIC (1890-1940)

BEAUX ARTS (1890-1930)



NEOCLASSICAL (1893-1940)



TUDOR (1910-1940)



MODERN (1925-1980)

ART DECO/ART MODERNE (1925-1940)



INTERNATIONAL (1930-1980)



POST-MODERN (1940-PRESENT)

POST-WAR (1950-1980)



NEOTRADITIONAL (1990-PRESENT)



NON-CONTRIBUTING (NO TIME FRAME)



ANALYSIS

Overall the variety of architecture is striking, and the high number of significant structures including the Philadelphia Metropolitan Opera House, the Divine Lorraine Hotel, and the Eastern State Penitentiary make Francisville unique. Each recognized style is important to the character of the neighborhood and every building tells a story of Francisville's evolution over the years - from its beginning as a village on the outskirts of Philadelphia, to the home of the city's rich and famous, to its own center of jazz, to its unfortunate decline in recent decades.

A few of the buildings in Francisville are beyond restoration, particularly the Romanesque church on the corner of 19th and Poplar Streets, but many of the neighborhood's buildings are still in good condition. If they are to be saved, measures should be put in place to recognize their historical significance. The preservation of these buildings would

benefit the community immensely, as it would prevent the added costs of demolition and new construction, provide striking existing space for commercial, residential, and institutional uses, and draw visitors to the neighborhood. Future construction should use architectural styles that emulate the existing without appearing as a copy, harmonizing with the old while still giving a fresh visual character to the neighborhood. Zoning regulations regarding building materials and styles should be adopted. New building architecture has the potential to inject new life into the neighborhood and could create a welcoming ambience that would attract more visitors to Francisville. Celebrating the old and embracing the new is a compelling theme in the rebirth of Francisville, and we are confident that architecture could play a key role in this modern-day Renaissance.



COLONIAL



ROMANTIC



VICTORIAN



ECLECTIC



MODERN



POST-MODERN



NON-CONTRIBUTING

The architecture throughout the neighborhood showcases Francisville's rich history. The patterns shown in the maps above indicate how Francisville has evolved over the years.

Source: Student Surveys.

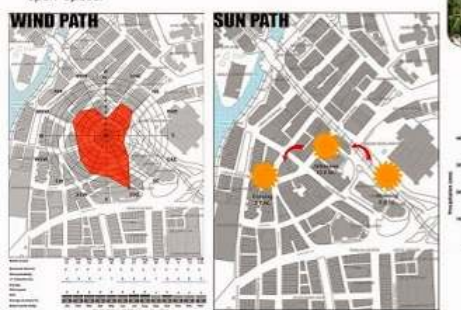
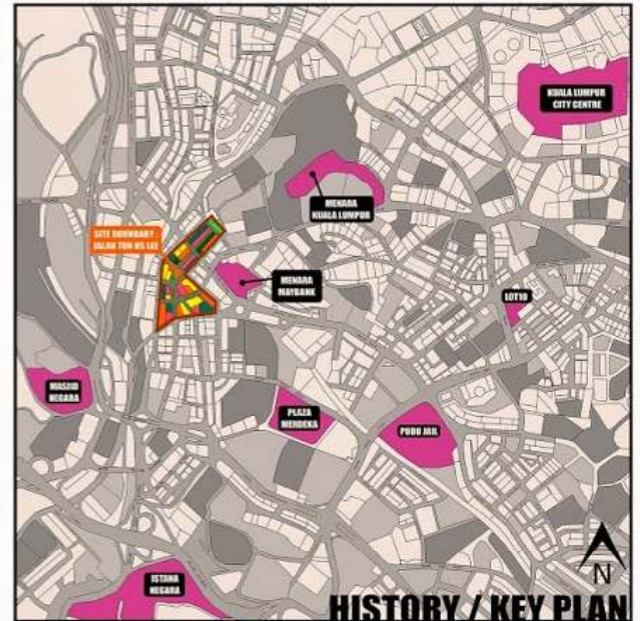
ARCHITECTURE DESIGN STUDIO 5 (ARC3118)

PROJECT 1: PRELIMINARY STUDIES

JALAN TUN HS LEE, KUALA LUMPUR



Figure ground diagram shows the relationship between solid and void. The solid represents the built form and the void represents the open space or unbuild environment. The open space distribution is more concentrated on certain area compared to the other. Jalan Tun HS Lee lacks a good public realm & open space.

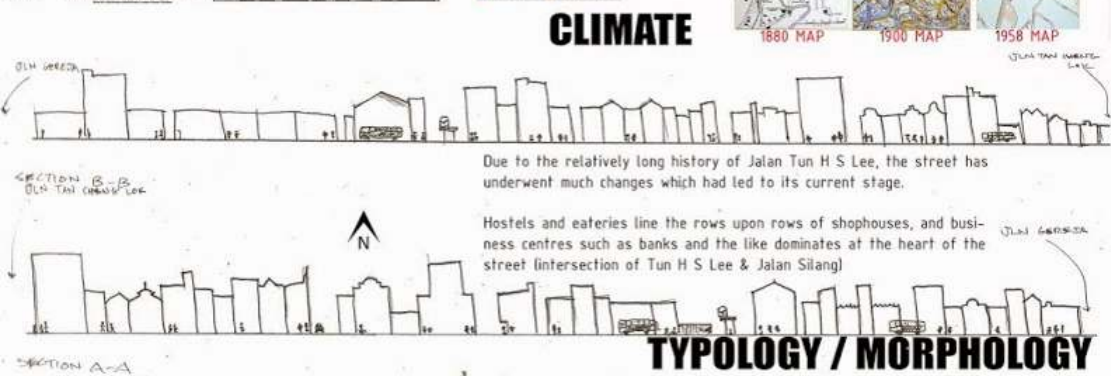


1880 The classic two-storey shophouses were built with ground floor being the commercial one and the first floor of office & residential function. Brick and plaster were the dominant materials and its of Chinese influenced architecture.

1900 Businesses continue to dominate this area. It is then known as Jalan Tun HS Lee after the independence.

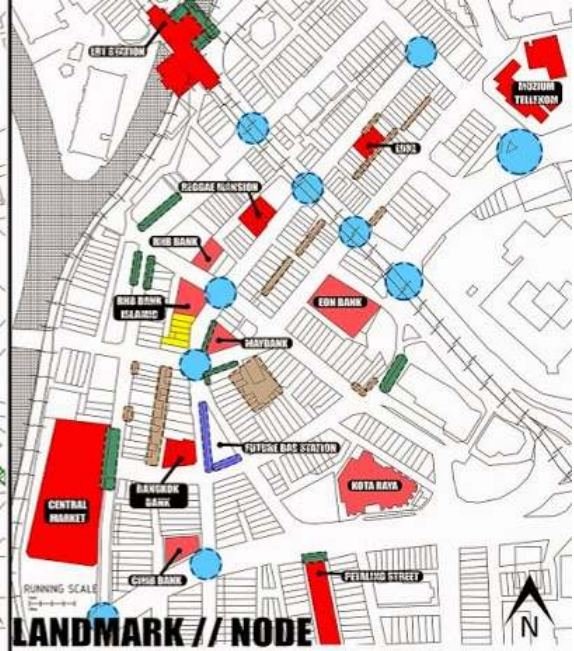
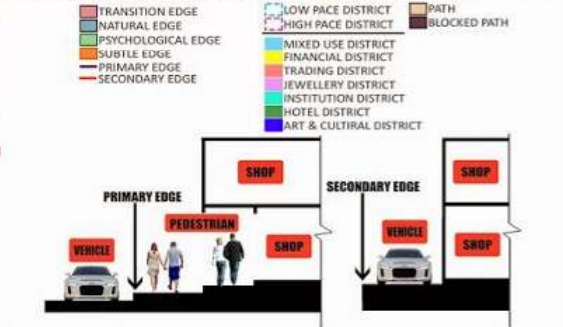
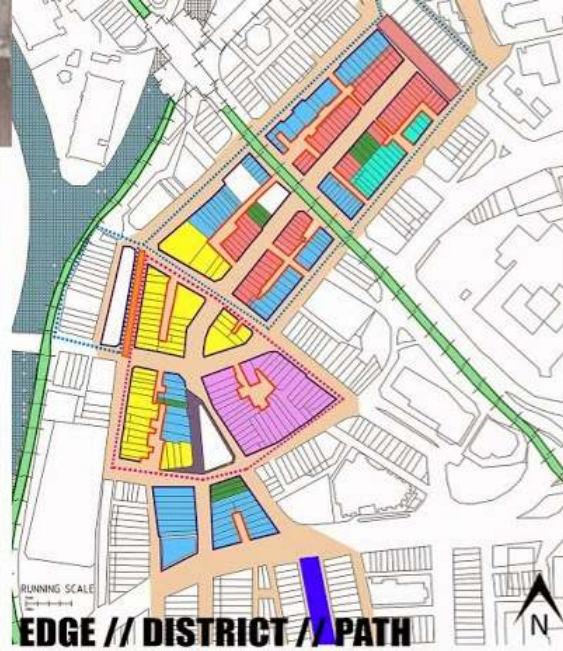
2000 Shophouse owners begin to sell their units following the rise in the land value. Some shophouses were however abandoned and were left to erode on the street day by day even until now. The fast economic development in this area would probably explain the concentration of banks in these area.

2014 The emergence of foreign workers swept across the street and somehow endanger the street's cultural identity. The five foot walkway and some old remaining traditional shophouses are the nostalgic elements along the streets.



Due to the relatively long history of Jalan Tun HS Lee, the street has underwent much changes which had led to its current stage.

Hostels and eateries line the rows upon rows of shophouses, and business centres such as banks and the like dominates at the heart of the street (intersection of Tun HS Lee & Jalan Silang)



PRIMARY NODE
This is where people gather at most of the time regardless if the peak hour is over. For example, bus stop. People here gather at busstop not just for the bus, but also for the seat.

SECONDARY NODE
This is where the crowd gather at the peak hour and fade off later. For example, hawkers stalls at the backlane.

TRAFFIC NODE
This is where the crowd gather for a short amount of time to wait and cross the road.

POTENTIAL FUTURE NODE
This is where the crowd will most probably gather in the future after the current construction is completed.

MAJOR LANDMARK
The most recognisable place by the local and even foreigners. It establishes outstanding features. People will use them for understanding directions and all taxi drivers in the area would know it. It doesn't have to be a node but it has to be recognisable.

MINOR LANDMARK
It is recognisable among some community or people who often been there. It doesn't have any strong feature to stand out from but still has certain influential value to the street.

THE FIVE ELEMENTS OF KEVIN LYNCH

EDGES

01 The long mall that psychologically acts as a partition that separates the same area due to its monumental scale. Crossing beneath it would feel like entering another different zone.

02 The public realm behind the busier Bangladeshi dominated district becomes an intermediate point to the more local working class dominated district at the back. The transition of district is subtly introduced to the passer by instead of a solid and direct wall.

03 // 04 The upper area of Jalan Tun HS Lee is generally dominated by working class people and will only reach its peak during lunch and after work time. The district normally remain at a slow to moderate pace. Some landmarks in the district such as Baskin, LOM, and Reggae Mansion attract more tourists to the area compared to the other district. The overall traffic is however comparable to the other district.

05 // 06 The lower area of Jalan Tun HS Lee is dominated by a huge amount of Bangladeshi community and people are moving at a faster pace mostly for work. There is never a pause in the pedestrian and traffic movement even at non-peak hours, the movement will only slowly fade out at night and come to a rest at about 1900pm and comes alive again at early in the morning.

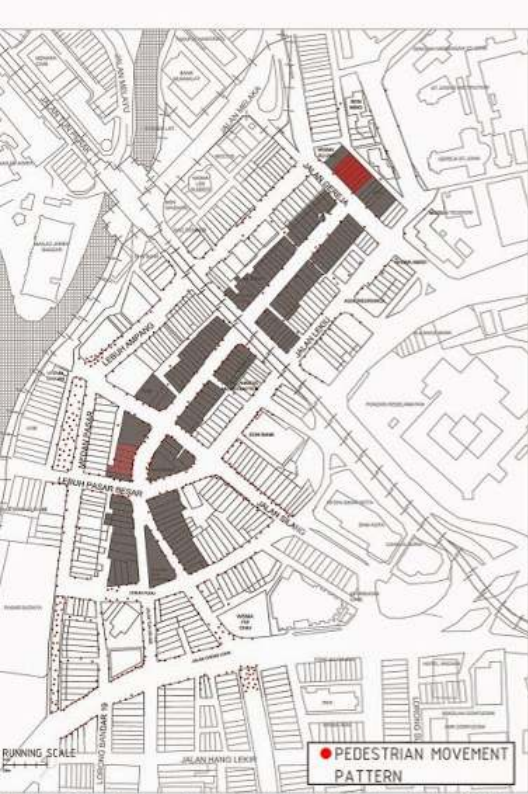
THE SLOW PACE DISTRICT

THE FAST PACE DISTRICT

NODES

07 // 08 // 11 These are the major nodes that fully function as a passer-by magnetic point at all times. Nice shaded public realm, good transportation and rich historical values are the core reasons why people tend to gather at these specific places.

08 // 10 These are the minor nodes that gather people at certain time of the day, mostly during lunch time. Small cafes and famous beverage shop are places where the local working class love to spend their break time at. The glory of these places fades after the lunch time.



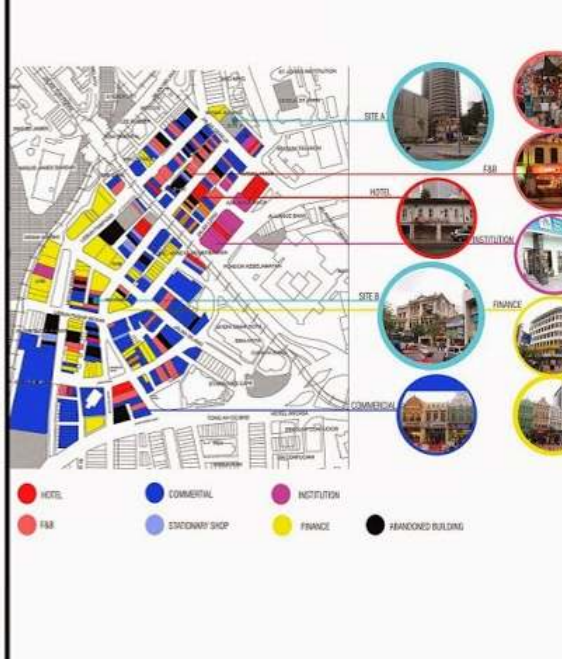
MOVEMENT PATTERN

BUILDING HEIGHT

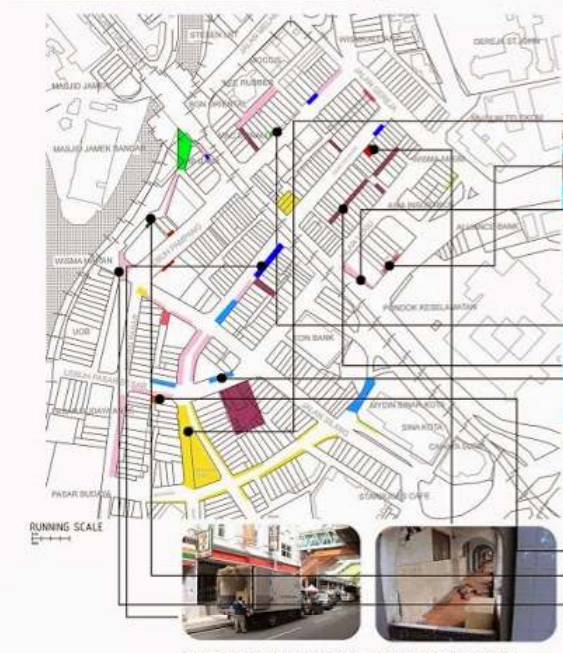


CIRCULATION

ZONING



ISSUES



- LEGEND**
- Loading
 - Bus Pollution
 - Homeless Folks
 - Illegal Disposal
 - Backlane Hawkers
 - Vandalism
 - Stalls
 - Illegal parking
 - Construction
 - Poor Road Condition

Issue: Graffiti vandalism on the wall cause unsightly to the users.

Issue: Illegal motorbike parking at the pedestrian walk may cause unsafety for the users.

Issue: Construction in progress cause jam and sound pollution.

Issue: Backlane hawkers cause the blockage of pedestrian walk.

Issue: Many buses stop by at the side of the road causing traffic and bus pollution.

Issue: Stalls causing blockage of pedestrian walk.

Issue: Loading usually stop their vehicle at the side of the road causing traffic.

Issue: Homeless folks sleeping along the pathway.

Issue: Poor road condition may cause road accident.

Issue: Illegal disposal of garbage in public spaces cause poor hygiene.

Issue: Illegal parking cause traffic on road.

CULTURES

Indian street culture

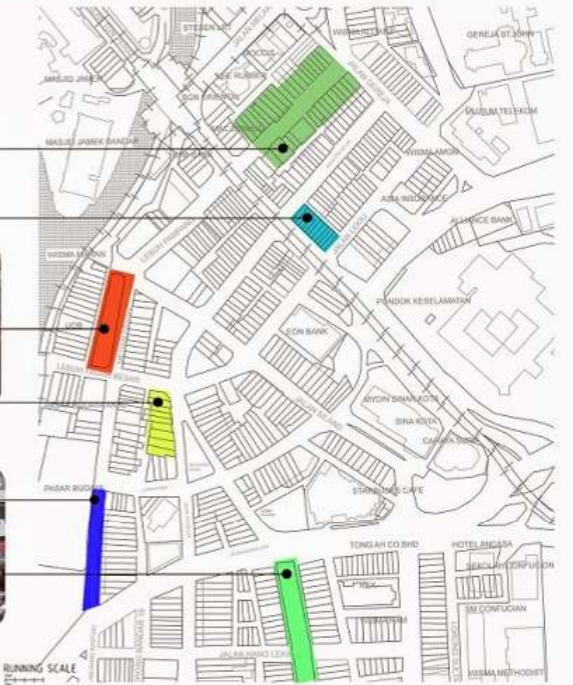
Chinese traditional/old business

Gold shop (Old)

Events along the street

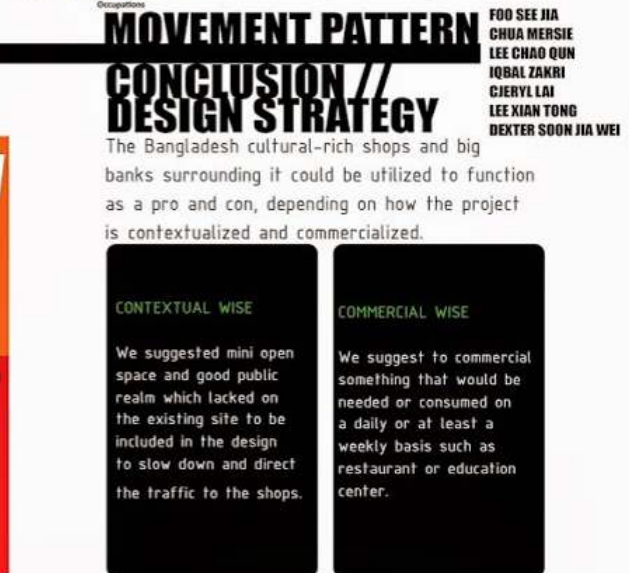
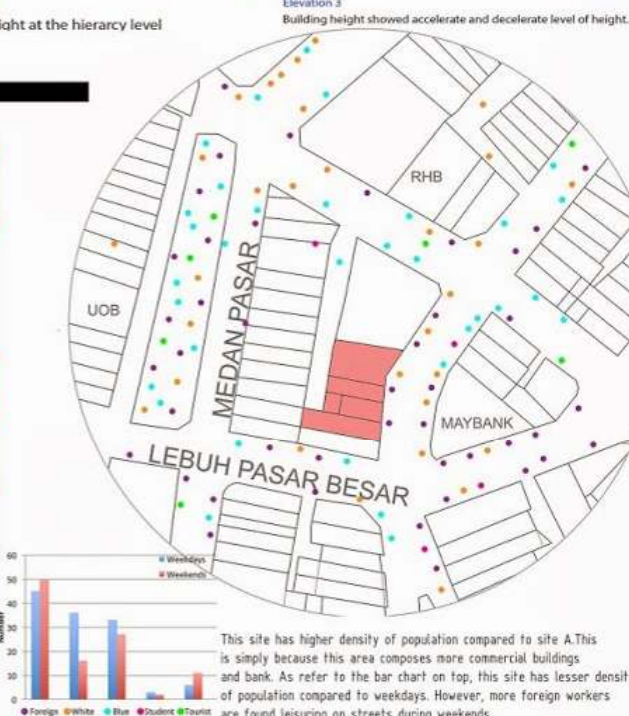
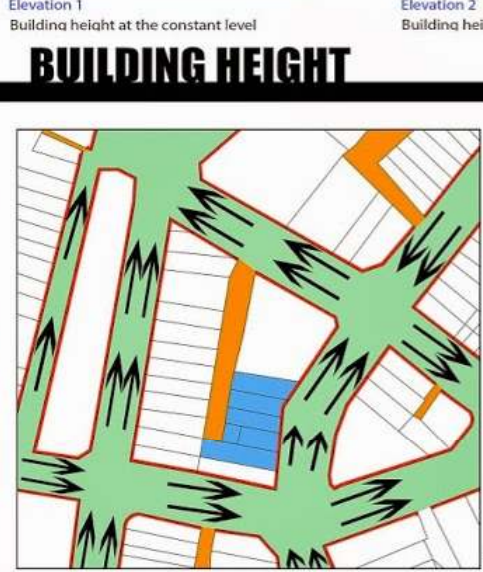
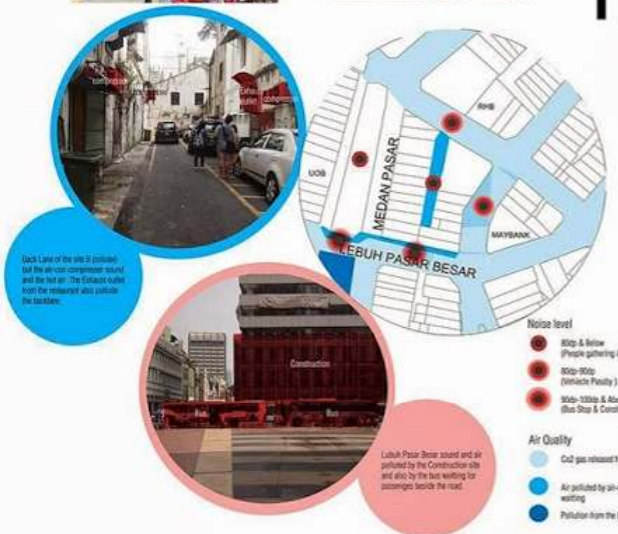
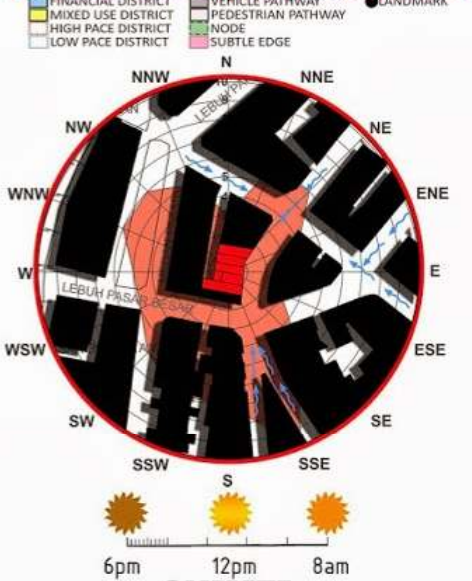
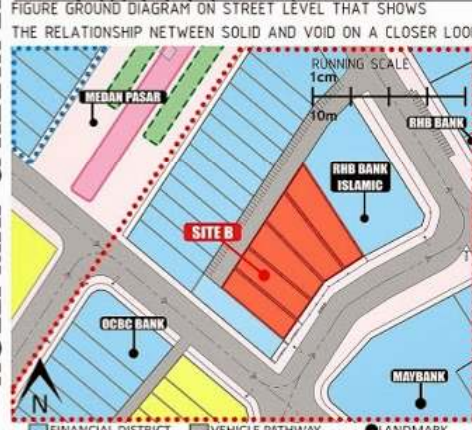
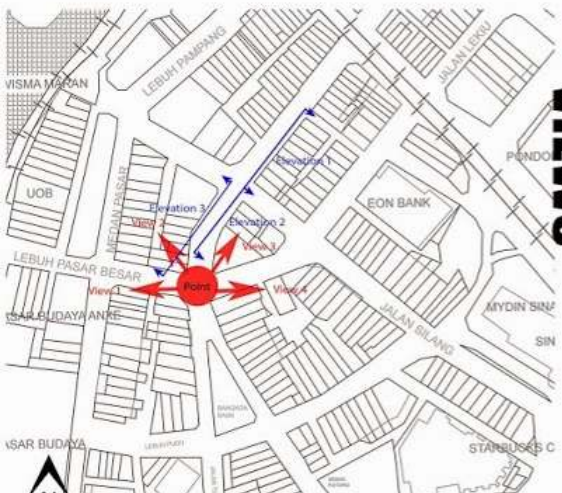
Central market as heritage society

Petaling street as chinatown



MICRO SITE B ANALYSIS

Site b consists of 5 shoplots of either abandoned or burned. This project helped to reduce the amount of unused and wasted shoplots on the street and transform them into useful commercial blocks. Site b is located on the lower part of the street and is more hectic compared to the other area.



FOO SEE JIA
CHUA MERSIE
LEE CHAO QUN
IQBAL ZAKRI
CJERYL LAI
LEE XIAN TONG
DEXTER SOON JIA WEI

THE PARK BLOCKS



Portland's North Park Blocks are owned by the Park Blocks, a recently established group of general contractors, developers and owners. The blocks were established as a public trust, and today the city shares the public trust with the North Park Blocks, but other rules apply. The best blocks between Adams and Belmont Streets own, and remain, multiple.

Once the land became a functional park, the surrounding blocks were developed into a neighborhood of mixed housing. However, as the first few decades of the 20th century, all residential began to spread east of the Willamette. The North Park Blocks found themselves in a more industrial setting, and use of the park diminished.

In the 1980s, the blocks were redeveloped to accommodate a variety of uses in which a new program of the one that stands today was built, and many of the original uses were restored. Recently, thousands of square feet of new housing, neighborhood amenities, parks, and retail are being added to this public space. Today, the North Park Blocks represent Portland's enduring value of public space, as well as the community's ongoing needs of its neighborhood.

What makes Portland, Oregon such a gem of a town?

To a visitor, Portland's easy to navigate, pedestrian friendly system and distinctive neighborhood are apparent both in their art and in public transit.

To a local, Portland provides beautiful parks, farmers' markets, museums and schools.

To a resident of a neighborhood, Portland provides a diverse community of residents of all ages and all abilities who are actively engaged in their lives. On a beautiful day, when the sun is shining, the streets are clean, the air is clear, and the water is blue, everyone in the town is smiling. In addition, the town is full of life, it is a place where people are proud, generous, and live together in harmony.



CLIMATE / GEOGRAPHY

Located 110 miles from the Pacific Ocean, Portland lies between two mountain ranges, the Cascade Range to the east and the lower Coast Range to the west, in the Willamette River valley, one of the world's most fertile river valleys. The city is divided by the Willamette River, which flows into the Columbia River just to the north. Winters are rainy in Portland, with 55 percent of the annual rainfall occurring between the months of November and February, but the marine air keeps temperatures moderate, and the summers are mild, with temperatures rarely over 90 degrees.

Area: 130 square miles (2000)

Elevation: Averages 173 feet above sea level

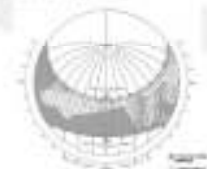
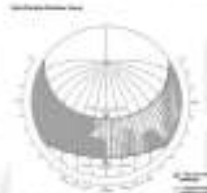
Average Temperature: January, 39.4° F, August, 67.3° F, annual average, 53.4° F

Average Annual Precipitation: 40.5 inches

CLIMATE



SITE SHADOW STUDY

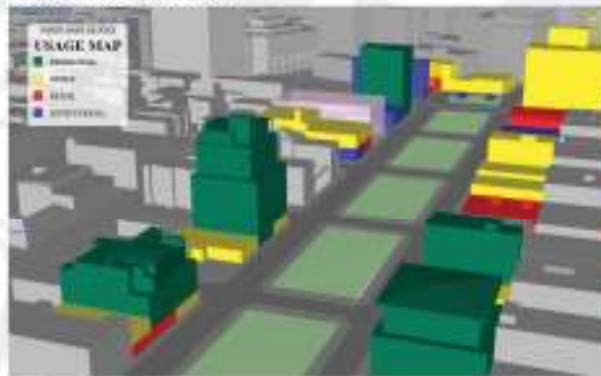


DEMOGRAPHICS



White Non-Hispanic (75.5%)
 Hispanic (6.6%)
 Black (6.6%)
 Two or more races (4.1%)
 Asian or Pacific Islander (3.5%)
 American Indian (2.3%)
 Japanese (2.0%)
 Vietnamese (1.4%)
 Other Asian (1.3%)
 Filipino (0.8%)
 Other Hispanic (0.5%)

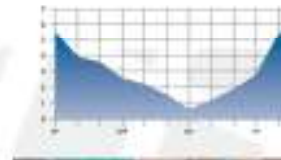
FUNCTIONS INVENTORY



TRANSIT



RAINFALL



MICRO CLIMATE



ZONING CxD (Central Commercial with Design Overlay)



PROJECT 1: PRECEDENT STUDIES

ARCHITECTURE
DESIGN STUDIO 5
[ARC3118]

01 CONTEMPORARY ARTS CENTRE (CAC)



Main Entrance



Lobby



Galleries

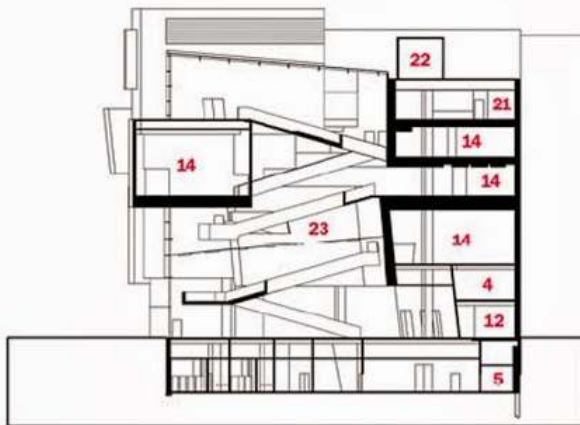


2nd Floor ramp

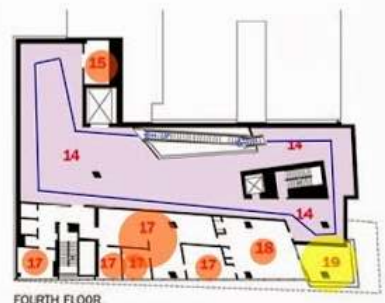
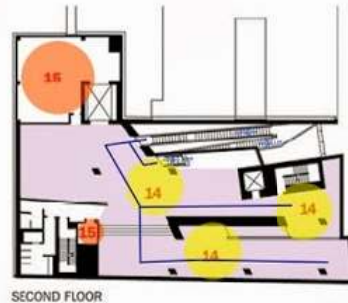
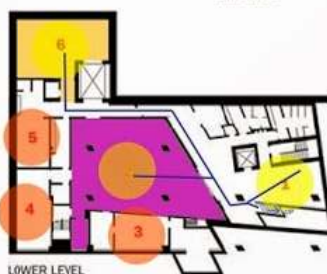
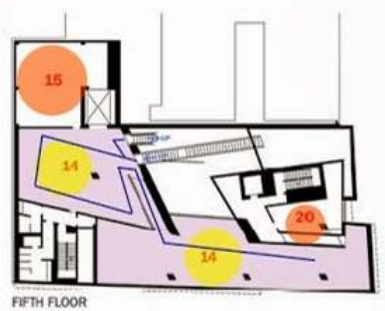
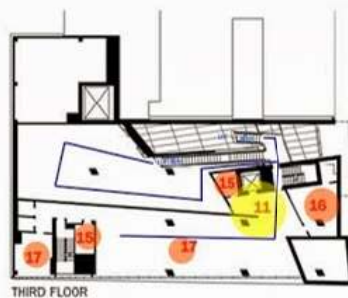
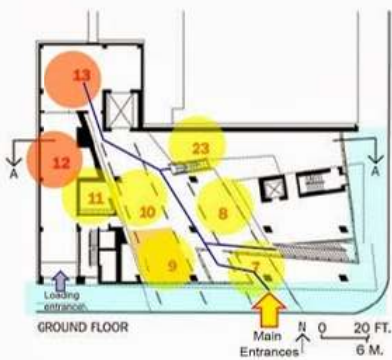
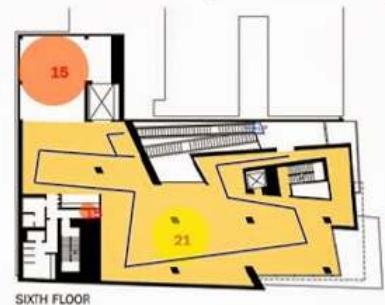
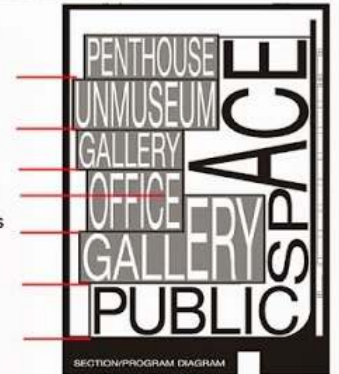


3rd Floor Ramp

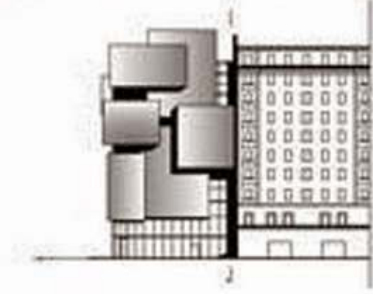
1. Lower-level lobby
2. Performance space
3. Electrical equipment
4. Mechanical
5. Kitchen
6. Workshop
7. Main entrance
8. Lobby
9. Museum shop
10. Reception
11. Coatroom
12. Loading
13. Receiving
14. Gallery
15. Storage
16. Staff lounge
17. Offices
18. Boardroom
19. Terrace
20. Member's lounge
21. Children's museum
22. Penthouse
23. Atrium



Different height of spaces provide different experiences & never get boring

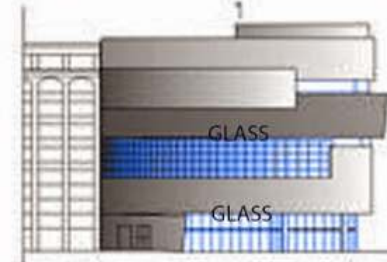


01 CONTEMPORARY ARTS CENTRE (CAC)



BUILDING HEIGHT

Zaha Hadid had considered of visual continuity and linkage along the street by designing CAC similar height as the adjacent building. It doesn't appear as a tall massive building that subjugate building beside it.



VISUAL CONNECTIVITY

- The play of concrete and glass enable user to view outside of the building
- while people who pass by the building also able to have a peep of activity going on in the building.
- Indirectly create natural surveillance for the building



SOLID & VOID BREAKDOWN

although is a 6 storey height building, the design which emphasize on horizontally have fulfill the factor of humanizing by break down of solid and void relationship, so that pedestrian won't feel a massing pressure acting on them when they pass by.

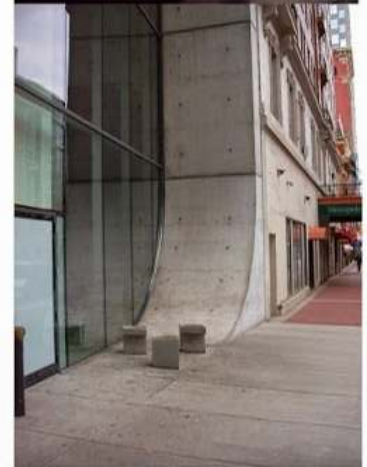
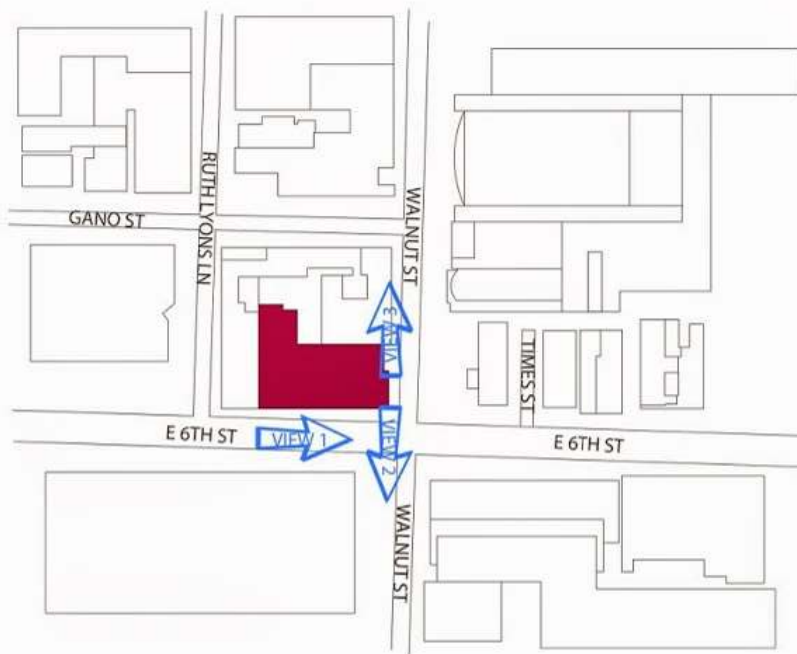
URBAN CARPET

This rolled up surface connects the public outside to the art in thr gallery. in co-operate with the barrier free street level entrance and glass curtain wall, it tend to draw in pedestrian into the building



SITE PLAN

- show the view of street



VIEW 1

VIEW 2

VIEW 3



Diagrammatic Metamorphoses

LAU fall semester 2012
ARC 531: Design Studio VII sec33
Phase 1: Site & Case Study analysis

Instructor: Simos Vamvakidis
Student: Maher Mansour
Sherine Zein

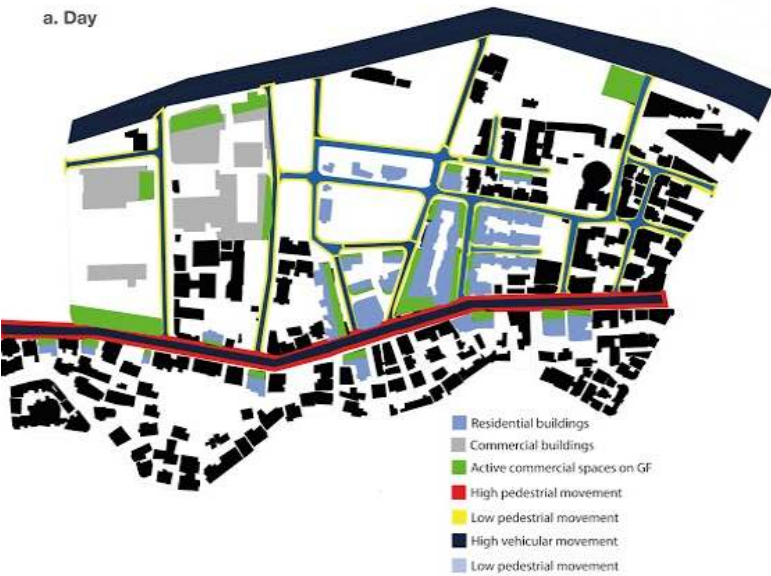
MAR MIKHAEL

I. Program

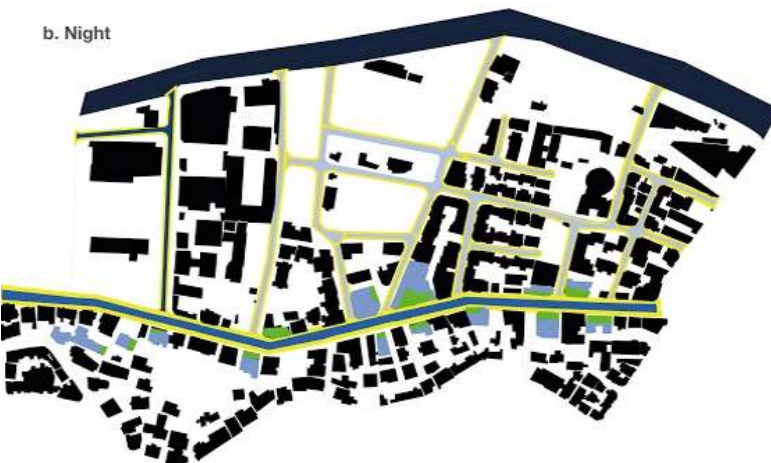


II. Active Places

a. Day



b. Night



Recently Gemmayze is becoming less and less popular due to bars and pubs relocating their businesses to more popular areas.

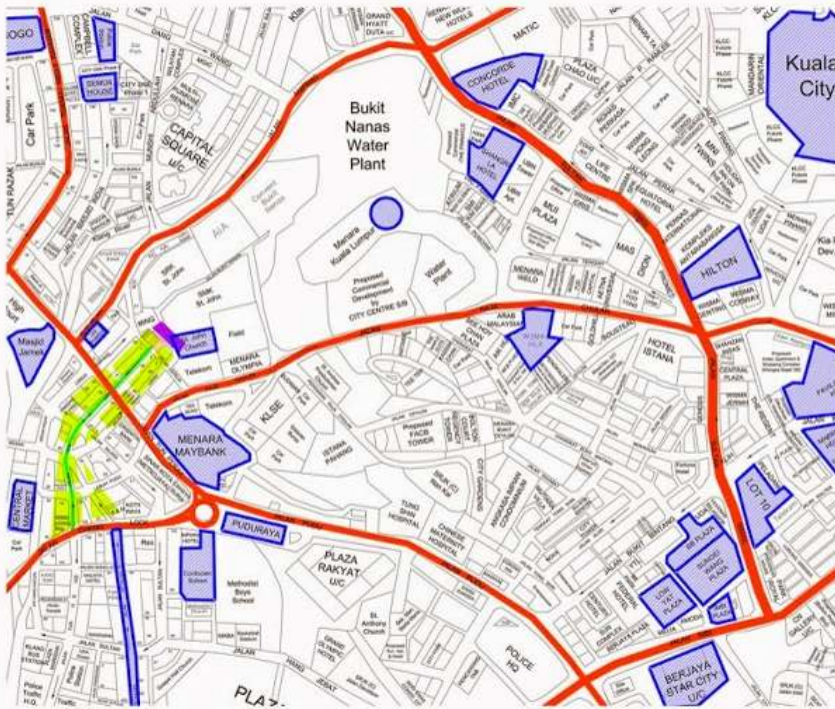
One example can be seen in Mar Mikhael where a colourful array of restaurants and attractions can be found throughout its vicinity. The overwhelming vivacity and activeness of the district can be shown through the growing projects overshadowing it like the skyline of Bernard Khoury or the 'har properties' project. Even the simplest details are bringing a huge difference to the streets of the neighbourhood like the projects of "dizhayners" staircases that are engulfing the whole area with passion and liveliness. A common trend in Lebanon is the presence of an intense creativity in the wide sectors of arts and design, this peculiar characteristic is in a way defining Mar Mikhael. The area can be seen as a centre of creativity, whereas libraries, art galleries and different cultural centres can be seen in every corner of the community.

Every aspect present in Mar Mikhael delivers a creative message, whether it is the graffiti's and tags conquering the walls of the region, or the numerous art centres and galleries each presenting a new revolutionary wave. Mar Mikhael can be seen as a gathering of the newest and most fashionable urges with its colourful and vivid community.

An interesting fact is that its presence and open mindedness completely contradicts the Lebanese closed mindset which is becoming more and more focused on the trivial and conflicts of religion and politics.

JALAN TUN HS LEE, KUALA LUMPUR (SITE A)

01 HISTORY / KEY PLAN



Jalan Tun H.S. Lee in the 1960s.



The High Street was popular as it was higher than the rest of the town and was therefore less prone to floods, and the wealthier population were inclined to build their shophouses here.

Present Jalan Tun H.S. Lee.



Jalan Tun H.S. Lee is an immeasurable and valuable district, some are better preserved ones now sensitively occupied by cafes while others have been cast into abandonment.

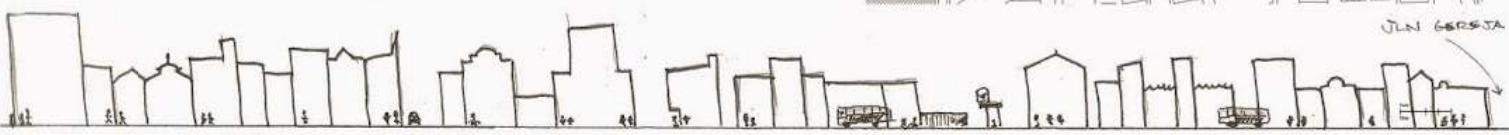
03 TYPOLOGY & MORPHOLOGY

Due to the relatively long history of Jalan Tun H S Lee, the street has underwent much changes which had led to its current stage. The street which had started out as a small part of the city with which trade had played a large role in its everyday usage, has now become a centre for not only to commercial transactions, but also as a tourists hub.

Hostels and eateries line the rows upon rows of shophouses, and business centres such as banks and the like dominates at the heart of the street (intersection of Tun H S Lee & Jalan Silang)

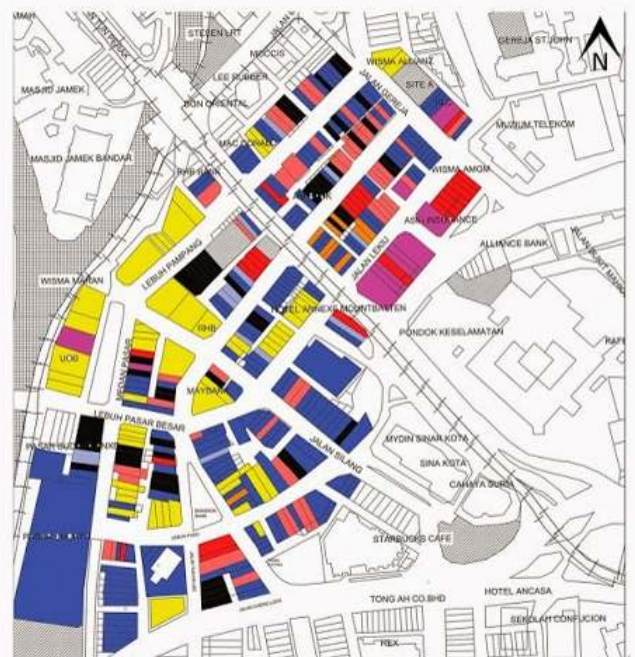


OLIN TAN CHEN & LOH



Jalan Tun HS Lee, was called The High Street in early 1880's. Shophouses were designed for the practical lifestyle where occupants lived upstairs and worked downstairs. The city of Kuala Lumpur is the busiest and largest city in Malaysia. It was in 1862 when Kuala Lumpur is just a growing village due to its tin mining activities. After a historical fire in Kuala Lumpur, Kapitan Yap Ah Loy decided to rebuild Kuala Lumpur with tiles and bricks. Most buildings have been demolished to give way to modern buildings and skyscraper. A fraction of the historical shophouses is dilapidated over time due to the lack of conservation and maintenance.

02 FIGURE GROUND DIAGRAM



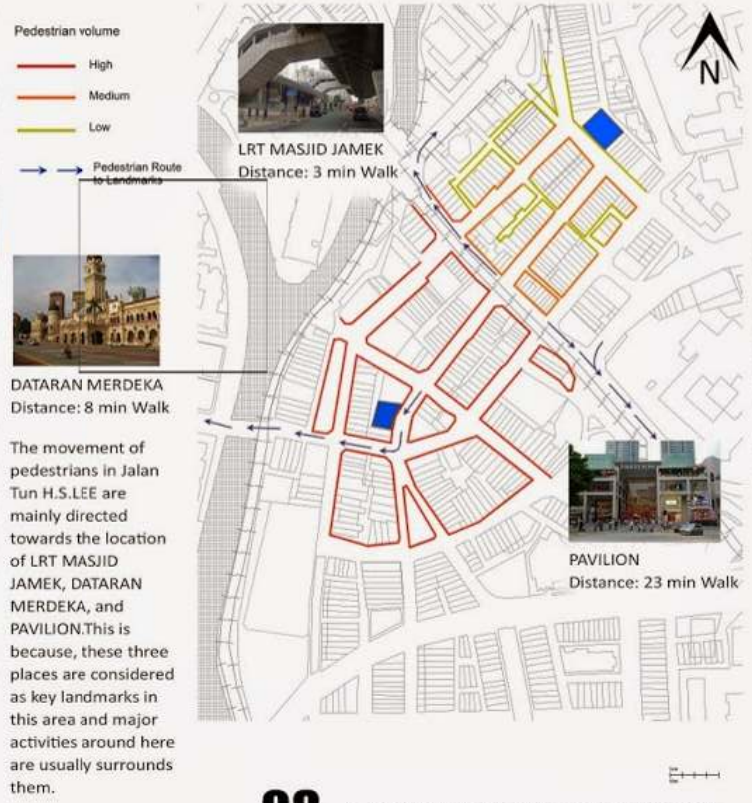
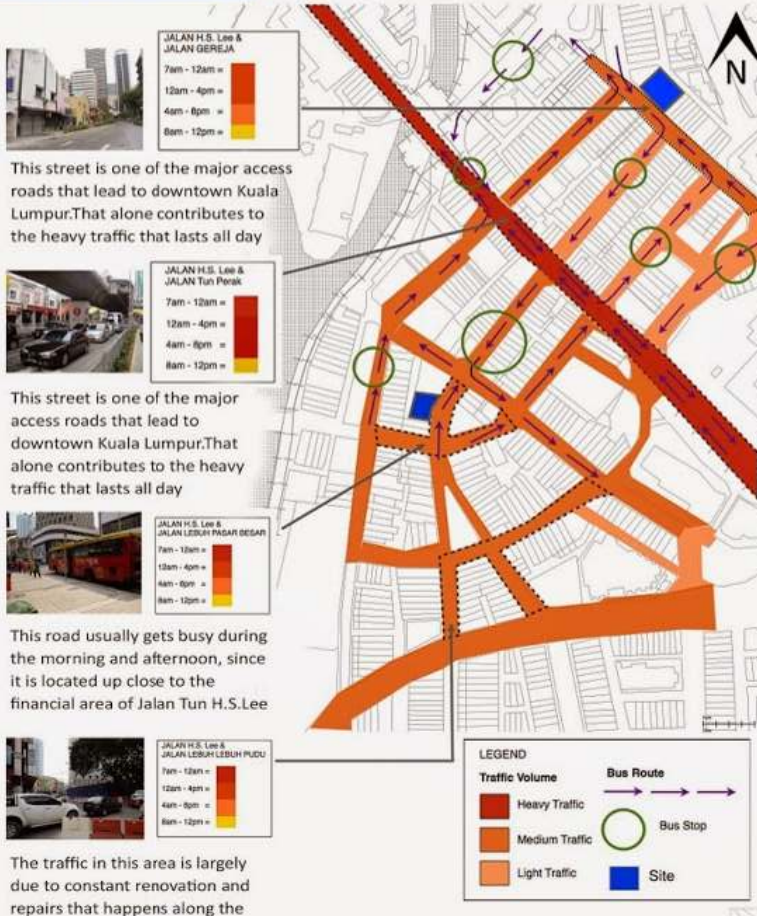
JUN GERAJA

PROJECT 1: PRELIMINARY STUDIES

JALAN TUN HS LEE, KUALA LUMPUR (SITE A)

07 CIRCULATION

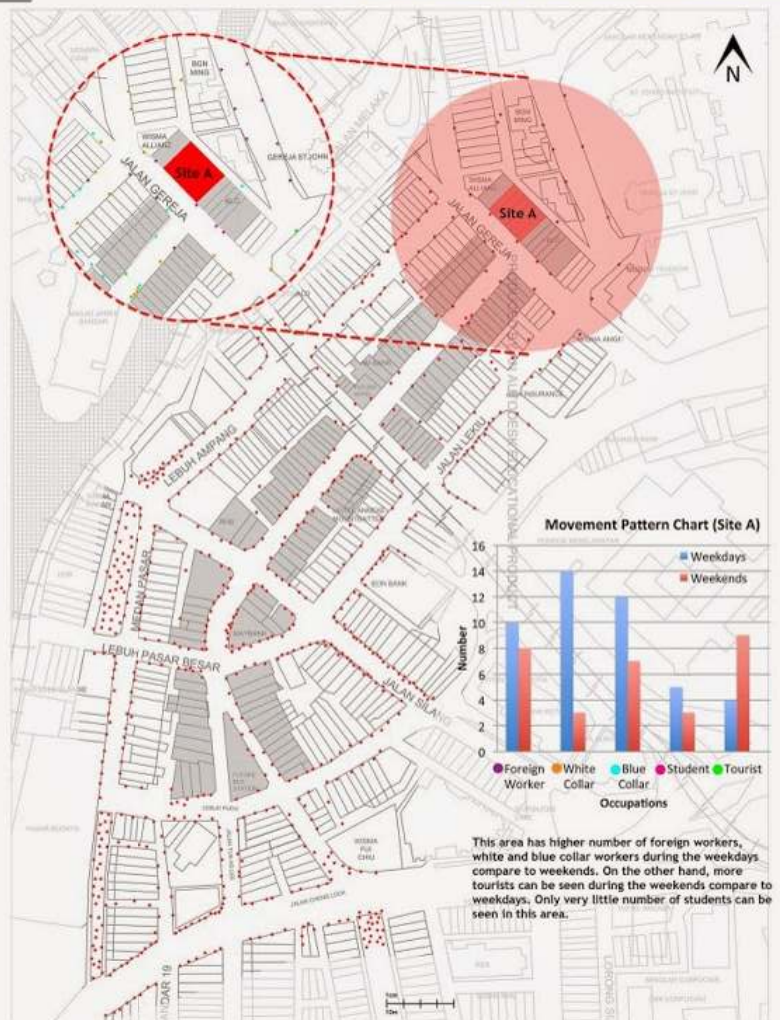
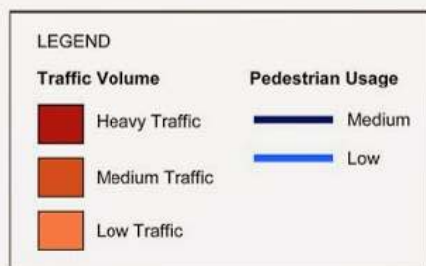
// MACRO



08 MOVEMENT PATTERN

// MACRO & MICRO

// MICRO



PROJECT 1: PRELIMINARY STUDIES

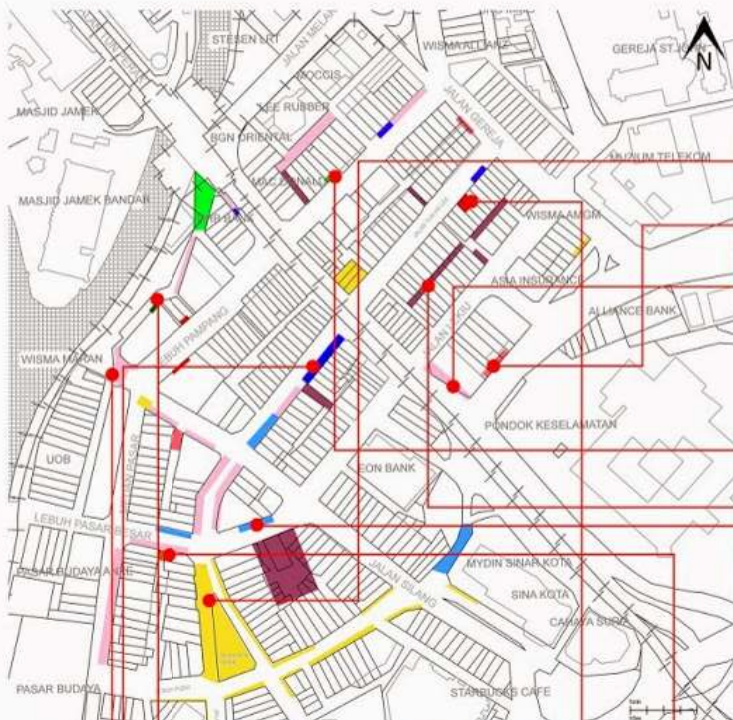
JALAN TUN HS LEE, KUALA LUMPUR (SITE A)

09 ISSUES

important topic or problem for discussion

LEGEND

- | | | | | | |
|---|------------------|---|------------------|---|---------------------|
|  | Loading |  | Backlane Hawkers |  | Illegal parking |
|  | Bus Pollution |  | Vandalism |  | Construction |
|  | Homeless Folks |  | Stalls |  | Poor Road Condition |
|  | Illegal Disposal | | | | |



Issue: Graffiti vandalisme on the wall cause unsightly to the users.



Issue: Illegal motorbike parking at the pedestrian walk may cause unsafety for the users.



Issue: Construction in progress cause jam and sound pollution.



Issue: Backlane hawkers cause the blockage of pedestrian walk.



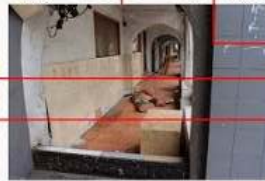
Issue: Many buses stop by at the side of the road causing traffic and bus pollution.



Issue: Stalls causing blockage of pedestrian walk.



Issue: Loading usually stop their vehicle at the side of the road causing traffic.



Issue: Homeless folks sleeping along the pathway.



Issue: Poor road condition may cause road accident.



Issue: Illegal disposal of garbage in public spaces cause poor hygiene.



Issue: Illegal parking cause traffic on road.

10 CULTURES

the social behaviour of a particular people or society.



Indian street



Chinese traditional/old business



Gold shop (Old)



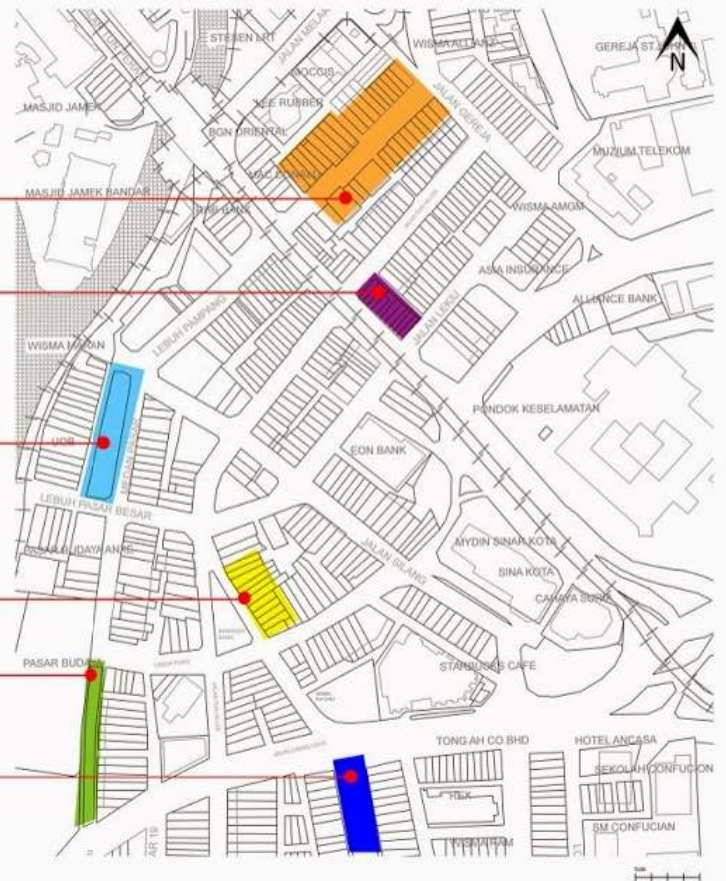
Events along the street



Central market as heritage society



Petaling street as chinatown



PROJECT 1: PRELIMINARY STUDIES

ARCHITECTURE
DESIGN STUDIO 5
[ARC3118]

JALAN TUN HS LEE, KUALA LUMPUR (SITE A)

04 NEIGHBOURHOOD

SOGO DEPARTMENT STORE

DISTANCE : 1.5 km
TIME : 4 minutes drive



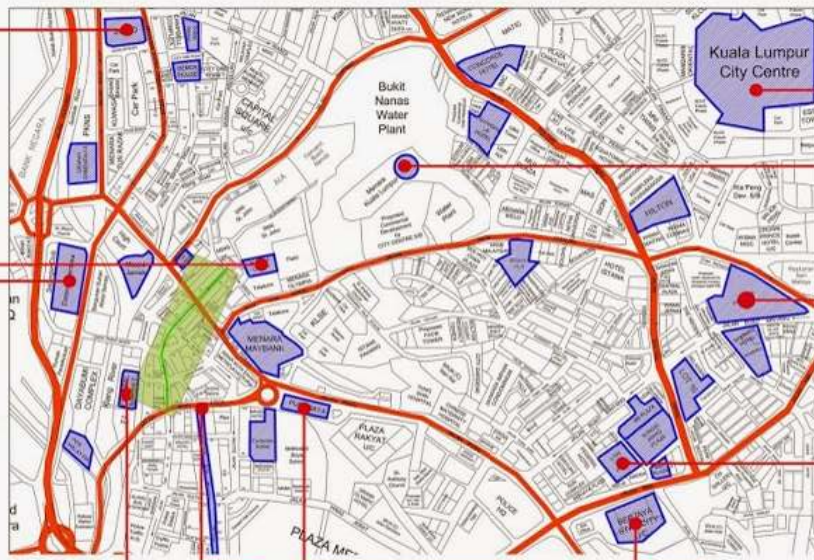
SAINT JOHN CATHEDRAL

DISTANCE : 220 m
TIME : 4 minutes walk



MERDEKA SQUARE

DISTANCE : 600 m
TIME : 8 minutes walk



SURIA KLCC

DISTANCE : 4.3 km
TIME : 10 minutes drive



KL TOWER

DISTANCE : 1.7 km
TIME : 4 minutes drive



PAVILION

DISTANCE : 2.5 km
TIME : 6 minutes drive



LOW YAT PLAZA

DISTANCE : 1.9 km
TIME : 6 minutes drive



CENTRAL MARKET

DISTANCE : 500 m
TIME : 6 minutes walk



PETALING STREET

DISTANCE : 550 m
TIME : 7 minutes walk



PUDURAYA BUS TERMINAL

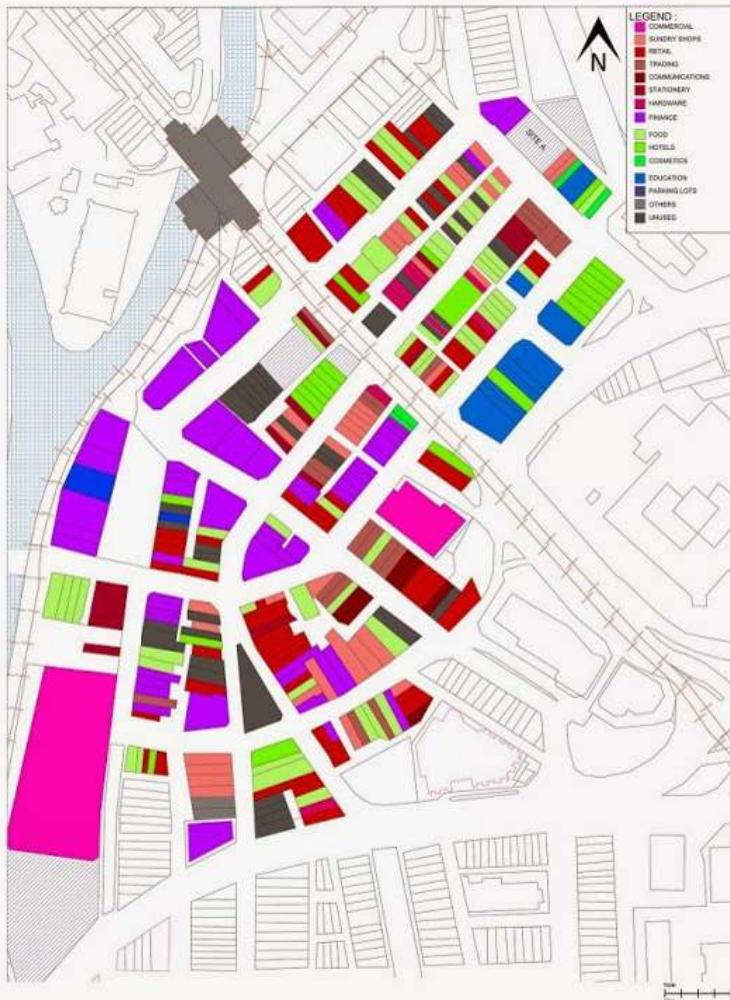
DISTANCE : 600 m
TIME : 8 minutes walk



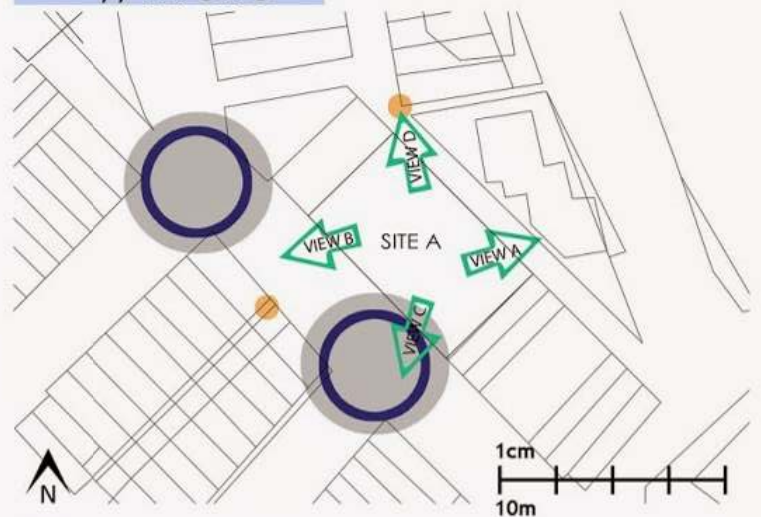
BERJAYA TIME SQUARE

DISTANCE : 1.7 km
TIME : 6 minutes drive

05 ZONING



06 VIEWS & SENSORY // MICRO



VIEW



SOUND
noise produce by vehicles due to heavy traffic at the intersection



FOUL SMELL
hawker stall didn't dispose their waste in proper way which block the drainage and produce foul smell

AIR POLLUTION BY VEHICLES
large amount of passing by vehicles at intersection create air pollution

JALAN TUN HS LEE, KUALA LUMPUR (SITE A)

13 BUILDING HEIGHTS

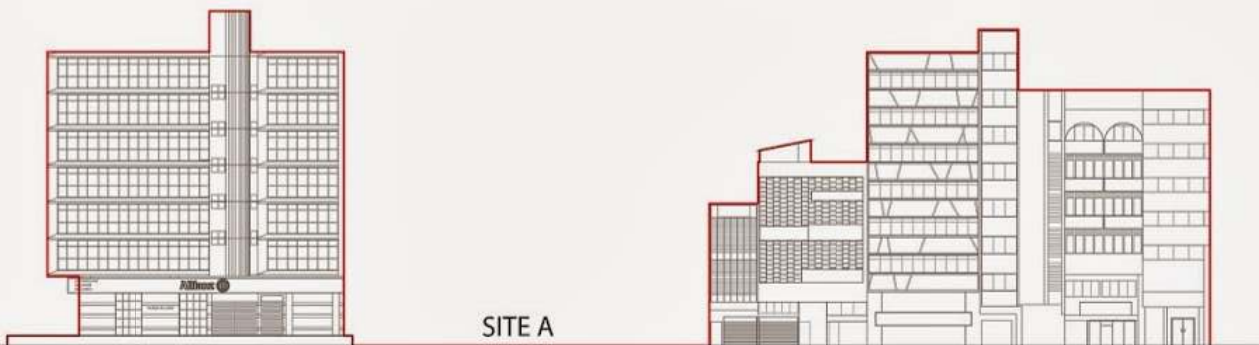
// MACRO



// MICRO



SCALE 1: 450



SCALE 1: 450



14 SWOT ANALYSIS

STRENGTH

- .Less traffic in the morning
- .Plenty of carparks
- .Easily accessible
- .High amount of human activities

WEAKNESS

- .Lack of vegetations
- .Heavy traffic during peak hours
- .No space for unloading of goods
- .Vandalism

OPPORTUNITY

- .Business opportunity
- .Gathering spot (meeting point)

THREATS

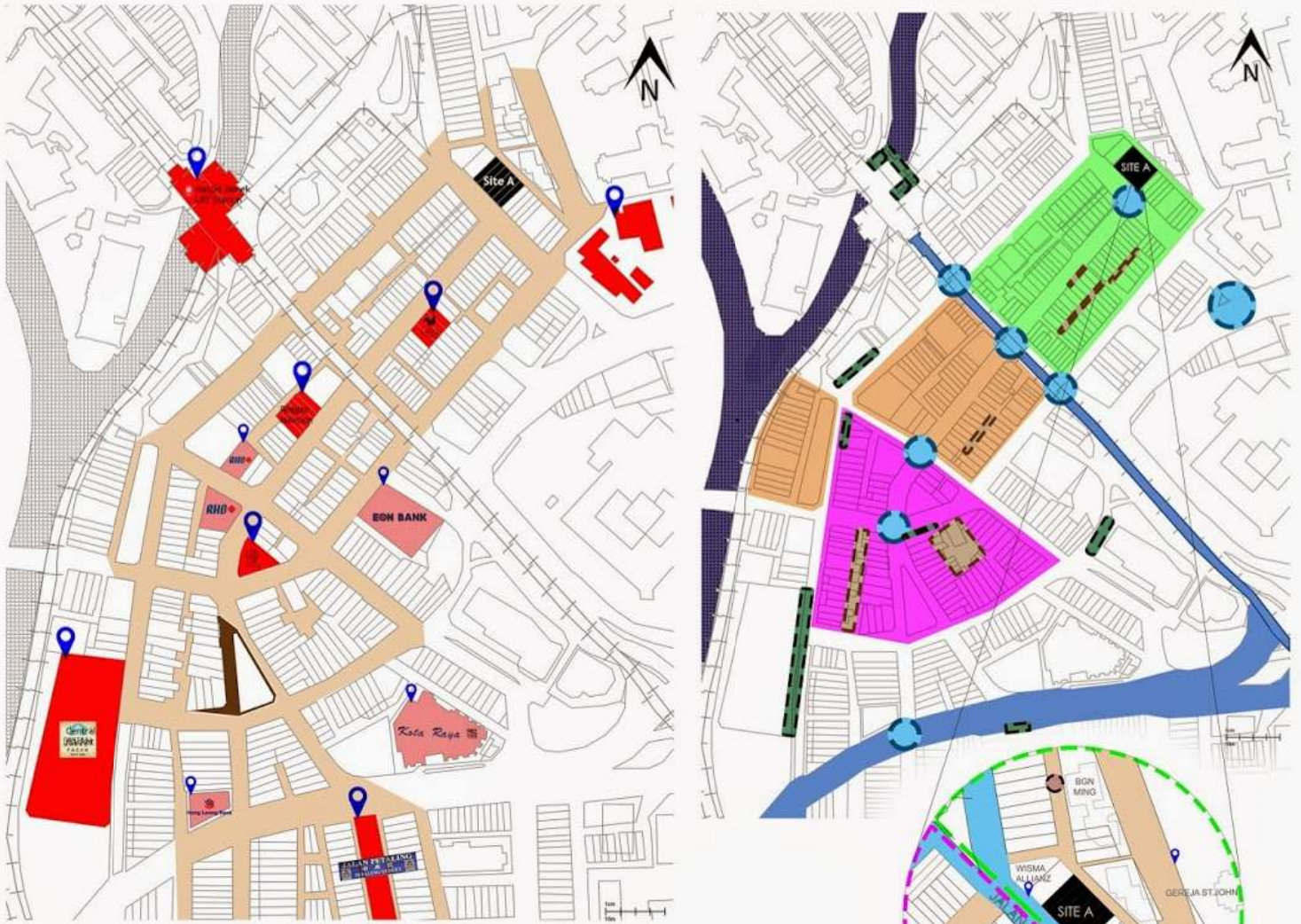
- .Lack of surveillance around the site could be dangerous
- .Traffic jam could be repelling to some people

15 CONCLUSION

Finally, site A which located at the end of Tun HS Lee street is a high potential area to be developed. Intersection is the point at which all users of the street converge. Hence, effective and well urban design can define the urban character of a neighbourhood and influence how people use the street and interact with each other on it. Streets designed in response to topography and natural features can reveal desirable views and help to enhance an area's unique character. The view to the end of a street may also help people to find their way through a neighbourhood, and can help to create a sense of place. Besides, safety of pedestrian should be taken into consideration where sufficient walkway like using upright kerbs to clearly define the boundary between the pedestrian and vehicle zone.

JALAN TUN HS LEE, KUALA LUMPUR (SITE A)

09 KEVIN LYNCH STUDY



Paths
A way or track allowing people or vehicles to move from one place to another

- Accessible Path
- Inaccessible path

Edges
Perceived boundaries that sets the outside limit of an area

- Physical edge
- Psychological edge

Districts
Area characterised by different features or activities

- Low Pace
- Medium Pace
- High Pace

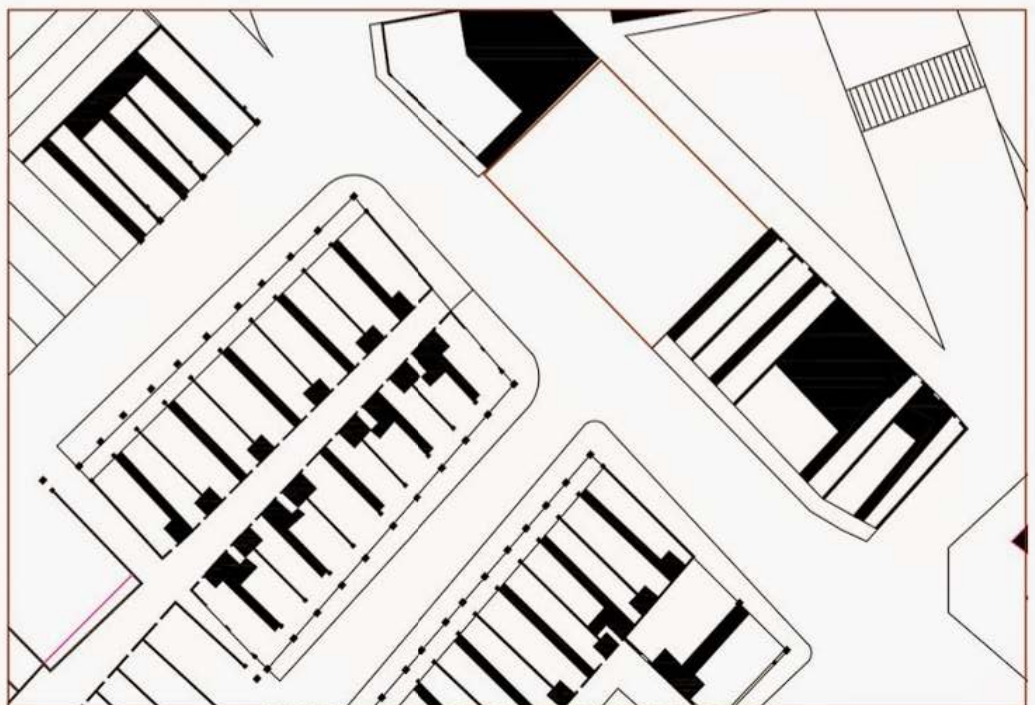
Nodes
A point or an area which people gathers normally where pathways intersect

- Major Node
- Minor Node
- Traffic Node

Landmarks
An object or features that is easily seen or recognised especially one that enables someone to establish their location

- Primary Landmark
- Secondary landmark

10 NOLLI'S MAP

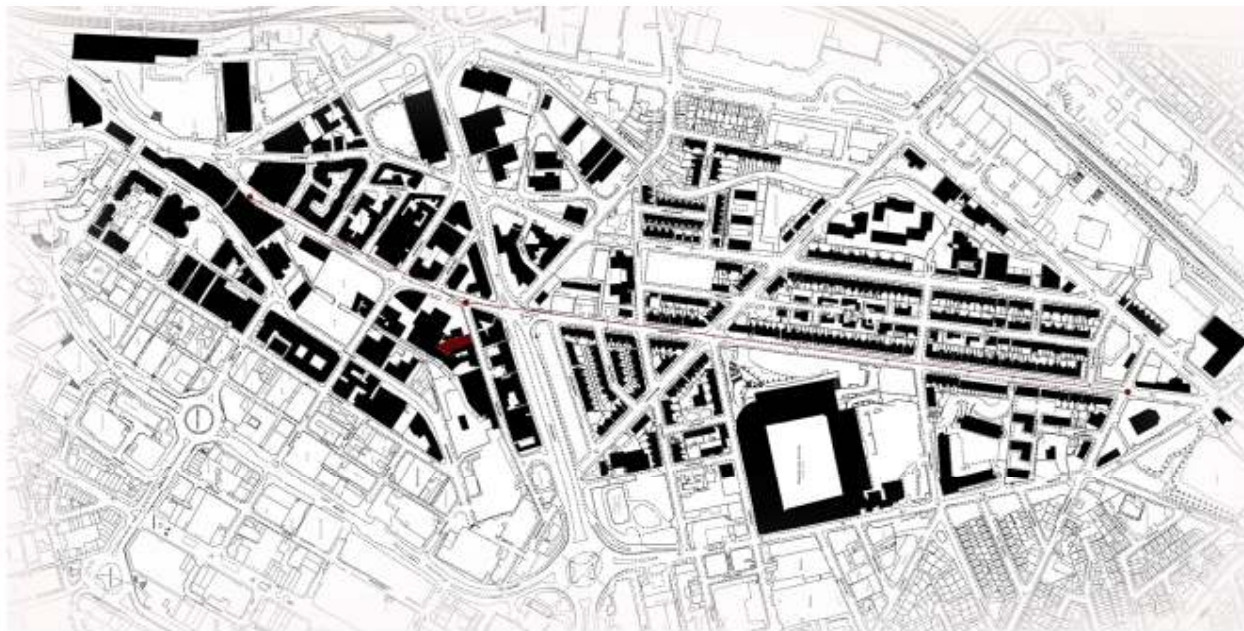


P6 SITE ANALYSIS

LAND USE AND URBAN GRAIN



- RESIDENTIAL
- RETAIL
- WAREHOUSE
- DERELICT
- PUBLIC BUILDING
- OFFICES



SHOREHAM ROAD IS LOCATED NORTH OF THE SITE. IT IS MADE UP OF FLATS AND WAREHOUSES ON THE SIDE THAT CONNECTS TO THE TRAIN STATION, BUT THIS THEN LEADS ROWS OF TERRACE HOUSES, MIXED IN WITH SHOPS, AND THE SHEFFIELD UNITED FOOTBALL GROUND

THE ROADS FEEL QUITE WIDE, MAINLY BECAUSE THERE ARE A LOT OF CROSSROADS AND THAT IT IS LOCATED BY THE RINGROAD

THERE ARE PLENTY OF OPEN SPACES, WHICH ARE COMPOSED MAINLY OF CAR PARKS.

SOME OF THE BUILDINGS, ESPECIALLY THOSE ON THE WEST SIDE ARE A LITTLE DELAPIDATED, AND THERE ARE TWO DERELICT BUILDINGS LOCATED IN THE AREA

THE SITE IS CLOSE TO SHEFFIELD HALLAM UNIVERSITY SO THERE IS A LOT OF STUDENT ACCOMMODATION INCLUDING NEWLY BUILT FLATS AND ALSO MANY OF THE TERRACE HOMES TO LET